

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 14-15, 2007

Reference No.: 2.2b.(1)
Action Item

From: CINDY McKIM
Chief Financial Officer

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Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT, STATE ROUTE 5 IN LOS ANGELES AND ORANGE COUNTIES – CONSTRUCT CORRIDOR IMPROVEMENTS NEAR NORWALK**

RECOMMENDATION:

The Department of Transportation recommends that the California Transportation Commission (Commission) review and comment at the March 2007 Commission meeting on the Draft Environmental Impact Report (DEIR) for the following project:

- 07-LA-5 PM 0.0/6.3, 07-Ora-5 PM 42.2/44.4 - Construct roadway improvements near Norwalk in Los Angeles and Orange Counties.

PROGRAMMING:

This project in Los Angeles and Orange Counties would construct roadway improvements near Norwalk. The project is programmed in the 2006 State Transportation Improvement Program (STIP) for \$660 million for various phases. The project is fully funded. The total estimated project cost is \$1,155,285,000. Construction is estimated to begin in Fiscal Year 2010-11. The project is programmed in the Corridor Mobility Improvement Account program for \$387 million.

ALTERNATIVES BEING CONSIDERED:

Alternatives considered for the proposed project include:

- Transportation System Management/Travel Demand management Alternative: No improvements to Interstate 5 mainline beyond those of previously approved projects.
- Alternative 3 – Transit Enhancement Alternative: Improvements to the efficiency of transit service through the corridor. No improvements to Interstate 5 mainline beyond those of previously approved projects.
- Alternative 4 – Widen to 10 lanes (4 MF + 1 HOV in each direction): This alternative has two alignment options: The Modified MIS Alignment maintains the edge of travel on one side of existing Interstate 5 or the other.

- Alternative 5 – Widen to 12 lanes (4 MF + 2 HOV or 5 MF + 1 HOV in each direction): This alternative has the same two alignment options as Alternative 4.
- No Build Alternative.

POTENTIAL SIGNIFICANT ENVIRONMENTAL EFFECTS:

- Construction-period noise impacts.
- Physically divide an established community.
- Residential displacements.
- Conflict with adopted land use plans, policies or regulations of local jurisdictions.
- Increase in traffic volumes.

Because there will be potentially significant community impacts in the form of relocations, and the large scope of the project, an Environmental Impact Report is being prepared.

PROPOSED MEASURES TO MINIMIZE HARM:

- Program to brief construction workers regarding environmental commitments.
- Employ Best Management Practices (BMPs) for erosion control.
- Test for aerially deposited lead.
- Control visible emissions from off-road diesel powered equipment.
- Employ noise-reducing construction practices.
- Incorporate design characteristics and aesthetic treatments to minimize visual impacts.
- Design and implement a public participation and community involvement plan.
- All relocations would be eligible for relocation benefits per the Uniform Relocation Act of 1970.
- Adherence to the South Coast Air Quality Management District rules and Regulations.

Attachment

Figure 1-1.1 – Project Vicinity Map

